

1,500 People Were Not Drowned; They Were Foully Murdered

MAD CRAZE FOR SPEED HAS BEEN DISSIPATED

No More Will Great Liners Race Across Ocean in Effort to Set Up New Records--One Result of Titanic Lesson.

(Special to The Times-Dispatch.) New York, April 20.—Out of the chaos, which has followed the Titanic tragedy since Sunday last, has come the positive truth that lives were needlessly sacrificed in the rush for speed, and that inadequate provision was made for properly securing against accident the lives of the 2,200 persons, who crowded themselves to the deck of that ship. So far, the investigation by the Senate committee, which is sitting in the Waldorf-Astoria, has disclosed the fact that the ill-fated vessel was traveling at a high rate of speed when she struck the iceberg. The members of the crew were ill-prepared to cope with such an emergency and were not familiar with their stations, and many of the men placed in the lifeboats were not competent to render any assistance.

The immediate result of the disaster has been the issuance of orders by the White Star Line that all vessels are to be equipped with more lifeboats, and transatlantic steamship companies have agreed to use a route some 200 miles south of that traversed by the Titanic, which is thought to be free of the menace of icebergs.

Craze for Speed Dissipated. Added to these is the further caution that the hitherto craze for speed has been dissipated, with the result that a twenty-four-hour ship will require nine days more to complete the trip from eleven to fourteen hours more.

How nearly the 1,555 persons who lost their lives came near to being saved will not be known until the Senate committee, which is sitting in the Waldorf-Astoria, has completed its investigation. To-day it appears that the Frankfort was the first to answer the Titanic's call for help and declared she would save them.

Harold Bride, the assistant wireless operator on the Titanic, told the committee that he did not know the position of the Frankfort, but judging by the strength of her message she was the nearest boat of any.

"Did you tell me the gravity of the situation and state just where you were," asked Senator Smith.

"We had sent out the 'C. Q. D.' call, which is the most serious that can be used," replied Mr. Bride. "Every one gives attention to that. We could get satisfaction, however, and finally Mr. Phillips (chief operator of the Titanic) told the Frankfort operator that he was a fool. After that he kept interfering with our wireless work. We told him to keep out of it, that he was interfering with our wireless work."

No Time to Waste. Continuing, Mr. Bride said it was recognized that no "C. Q. D." message is sent unless assistance was wanted. He said he should think of asking questions about such a message. It was his duty to acquit the captain because no time could be wasted in asking questions.

Mr. Bride, with his feet swathed in bandages, was wheeled into the corridor and had a chair taken into the room. His head buried in a pillow, face without color, cheeks sunken and eyes shining like with fever, and knuckles standing out as if with rheumatism, Bride was a striking illustration of the gruesome tragedy that lies behind his story. He told how he had relieved J. G. Phillips, the chief operator on the Titanic, and that the captain had come in and told him to send distress signals—the first, "C. Q. D.," and the second, the cipher of the Titanic.

After the Frankfort had picked up the message, the Carpathia caught it. The reply of the Carpathia was not as strong as that of the Frankfort, and indicated that she was at least fifty miles away.

Did Not Hear Message.

Harold T. Cottam, the wireless operator on the Carpathia, said he did not hear the messages between the Titanic and the Frankfort. When the cry for help came in from the Titanic he was not at duty, but ordered the story to Captain Rostrom, and described the preparations were made to care for those who were picked up. Cottam said he had not received any messages from officials of the White Star Line, and knew nothing whatever of the story emanating from Halifax that the Titanic was safe. All day Sunday and Sunday night, Monday and Tuesday night and Tuesday, Cottam said he was at his instrument until nature took possession of him, and he fell asleep from sheer exhaustion. After two hours' rest he revived and continued on duty until Wednesday afternoon, when he was relieved by him. The last message he had received from the Titanic was that the boilers were filling with water, and he urged haste.

While the Senate investigating committee was at white heat, the Mayor (Governor) Hefner Committee, which was organized to care for all the survivors without funds, reported collection of about \$70,000, declaring that was all the money needed for the protection of the needy. Meanwhile Mrs. Nelson Henry, wife of the assistant surveyor of the Port of New York, was busy purchasing apparel for the stranded women, ranking from a hairpin up. She is the hero of the situation to-night, and the strange passengers especially credit her with their whole salvation and recovery from the destitute condition which they arrived in New York found them. Mrs. Henry was not only looking after the straggling passengers, but also gave attention to the first and second class passengers without means, and provided them with facilities to leave New York in a fairly decent condition. An instance of this was manifested to-day, when she furnished an English girl who lost everything except a nightgown. This girl met her fiancé, an Oregon rancher in New York, and Mrs. Henry vouchsafed a trousseau, food, cash, ceremony and transportation to their Oregon home.

Guggenheim a Hero. Among the interesting sidelights brought forward to-day was that portrait of Benjamin Guggenheim, the copper magnate, who proved to be one of the bravest men among those heroes who went down on the Titanic. He stood by all the vessel went down, declaring that neither he nor any other man on board should be branded as a coward while there were women to be saved.

The stories of survivors, collected from all classes and tongues to-day, were varied and even contradictory. One told one thing, another told another story. It will be hard, therefore, to decide what the actual conditions were and to place the responsibility for the great disaster until

CABLE STEAMER THAT IS SEARCHING FOR TITANIC'S DEAD; HER CAPTAIN, CLERGYMAN ABOARD AND SOME SUPPLIES



MACKEY-BENNETT BACKING FROM DOCK STARTING ON SEARCH FOR THE DEAD.

child to the last lifeboat, he cut with a huge knife the lifebelt about his waist and cast it into the water with utter disregard of the consequence, clutched the lifebelt in her two little hands and followed her in her two little plunge to the ocean's bottom. The late night editions of several of the leading evening papers here issue extras in which cross-page headlines tell of J. Bruce Ismay's plan, which was frustrated by the government, to have himself and the English survivors transferred from the Carpathia at sea to the Celtic and returned to England. While the reports are accurate, it can be positively stated that your correspondent up to midnight had been unable to learn that Mr. Ismay had any ulterior motives in mind.

Problem to be Solved. The most important problem remaining now to be solved is the raising of the congressional investigation, and then the investigation to be made into the fate of the wreck. The older sailors took the calamity in a philosophical manner, and declared they would put out again on the first seagoing craft that offered a fair wage for their services.

Much attention is now being given to the recovery of bodies of prominent persons that went down with the ship. Members of the Astor family to-day consulted with the Merritt & Chapman Wrecking Company on the advisability of using dynamite to recover the body of Colonel Astor, who was lost in the wreck.

Regardless of the vigor of these investigations, it is the opinion of prominent lawyers that no conclusive

ISMAY REGAINING HIS COMPOSURE

(Continued from First Page.)

parently had been fixed. Evidently he believed the question an allusion to the manner of his escape.

A little later he resumed this conversation. "I cannot understand this Senate inquiry," he said. "I wish to return to London, and have received urgent cable messages asking me to do so. Doubtless I shall appear before the Board of Trade in an inquiry similar to this. But, as I said, so long as this matter persists I shall remain."

Ismay spoke as a man who makes the best of an unpleasant situation. He left the mantelshelf and leaned against a picture frame. It is one of his habits to lean his weight against the nearest convenient object, and since his arrival in New York he has rather heavily upon Vice-President Franklin, of the White Star Line.

Franklin, acquainted with American ways, has not favored Ismay's project of leaving at the earliest possible moment for England, regardless of American opinion, and taking the remnants of the Titanic's crew along. Franklin has been aware of the disagreeable consequences of evading a United States subpoena, including having before the bar of the Senate and, incidentally, unfavorable advertisement for the transatlantic business under Ismay's direction.

Ismay himself has been profoundly puzzled by the lack of ceremony with which he has been treated outside the White Star offices. He has showed it on every occasion when it has been his fate to converse with any one not his official inferior, and has resented it more than once with that fixed stare, the stare with which the King, for example, might regard a counterfeiter who trod upon his foot. He used the stare this afternoon when he was asked what advice his counsel had given him as to the results which might follow an attempt

to leave the country now.

Ismay has kept lawyers pretty constant at his side since the Senate committee began business here. He has not liked it that Senator Smith has declined to allow the lawyers to interpret themselves as a shield for their employer.

Satisfies Curiosity. Cheerfully enough, however, he made known his literary for the night, where he would dine and sleep, etc., as a legitimate satisfaction of a great man.

Little impression has been made upon Ismay by the American upbringing of his wife, who was Julia Florence Schieffelin, of New York.

Physically, Ismay is of a type that is little seen in New York. Ismay is tall and slender. His height is six feet two inches. His hair is black and short and curly, as would be his mustache were it not carefully waxed and black. Over the original olive hue of his skin is laid a flush that extends over his forehead. His jaw is short. Beneath the Fifth Avenue little boys, Ismay speaks always with a suave courtesy, when he speaks at all, modifying it with that backward tilt of his head. His voice, ordinarily, is deep and resonant, suggestive of careful vocal education. There is a chance that Ismay is a singer. When he comes excited his voice rises until it nears falsetto, bespeaking delicately strong nerves.

BODY FOUND ON SMALL ISLAND.

Miss Bettie Davidson, Member of Prominent Family, Meets Death.

(Special to The Times-Dispatch.) Winchester, Va., April 20.—Miss Bettie Davidson, member of a prominent Frederick county family, and sister of Dr. William Davidson, of Middletown, was drowned in Passage Creek, near Hackett, Warren county, last night. A suitcase was found on Jacob Grubbs' premises, and when an investigation was made her body was found on a small island, where it had been washed by the current. Miss Davidson, who was about sixty years old, had been nursing recently in Washington and Richmond, and is supposed to have been coming to her old home on a visit. Her body was taken to Strasburg for burial.

REVIEW OF OCEAN'S GREATEST HORROR

Facts Revealed in Connection With Loss of White Star Liner.

ISMAY IS TO BLAME

It Was He Who Ordered Speed When Warned of Danger.

(Special to The Times-Dispatch.) New York, April 20.—Nearly one week after the Titanic sank to her grave, two miles deep, causing more than a thousand deaths, a recapitulation reveals the following to be the facts concerning the greatest maritime disaster in history:

On April 10, the Titanic, four city blocks long, and regarded as "the last word in shipbuilding," sailed from Liverpool for New York, carrying 1,333 passengers, and a crew of 814. Among her passengers were:

Colonel John Jacob Astor, Major Archibald Butt, John Straus, Benjamin Guggenheim, Jacques Fugère, the author; F. M. Millet, artist; Henry B. Harris, theatrical manager; J. B. Thayer, C. M. Hayes, president of the Grand Trunk Railway, W. T. Stead, editor; and other notables. Captain Smith was in command, but he was outranked by J. Bruce Ismay, managing director of the International Marine Company, which owns the White Star Line.

The Titanic was equipped with every luxury. So much attention had been given to making her a floating palace that her anti-sinking, unobtainable perfect service was unobtainable. Ismay was bent on establishing a record, and the Titanic was forced to maintain constantly a speed near her maximum. Captains of the steamers Paragon and California, who were on the Titanic early Sunday, found a vast ice field was in her path. Captain Smith thanked his fellow skippers for their warning, and under the direction of Ismay sent the big vessel ahead at full speed.

In the event, Mr. Ismay and Captain Smith were the dinner guests of a group of millionaires. J. P. Morgan, J. D. Rockefeller, and J. C. Smith were on the bridge. Suddenly a shock was felt at 10:30 o'clock. The Titanic had struck the submerged portion of an iceberg, ninety feet high and 400 feet wide.

The big vessel had absorbed the shock so completely that many of the sleeping passengers were not awakened. Captain Smith dashed to the bridge, and a glance told him that a serious situation was at hand. The crew was directed to man the lifeboats and take off women and children. There was no panic aboard. Men joked about the great vessel's plight. One picked up a few pieces of ice that had fallen on deck and humorously offered them to a woman companion as a souvenir. Women were summoned from their staterooms and told to board the lifeboats. When the first lifeboat was being filled, the male passengers, firm in the belief that the Titanic was unsinkable, laughed about the "kirk ride" the women were about to take.

"We'll steam over and pick you up in an hour or so," some one jokingly remarked as the little craft was lowered.

It was not until a half dozen boats had been sent adrift that the gravity of the situation began to dawn upon the majority of the passengers, many of whom had refused until this time to put on life-belts.

The Titanic was sinking by the head. Second Officer Murdoch, who was in charge when the crash came, placed his revolver to his temple and pulled the trigger.

Several foreigners attempted to rush the lifeboats, but were held back at pistol points. A few were shot before their companions were allowed to board. The lifeboat supply was insufficient to take off half of those on board.

One by one the lights began to go out as the water crept higher into the vessel. The crew, lacking in discipline, went away from their posts, leaving many of the boats unattended. Husband kissed their wives a tender farewell and awaited their doom.

Mrs. Isidor Straus refused to leave her aged mate and they died together. Major Butt's last words to a survivor were: "Give my regards to the folks at home." Benjamin Guggenheim, exclaimed: "No woman shall be left because I died a coward," and awaited the end. Volumes could be written of the victims' heroisms.

J. Bruce Ismay was not a victim. He leaped into a boat while the others were still to be rescued. Meanwhile, the Titanic had sunk almost to the water's edge. Through all the harrowing scene, eight heroic bandmen had played constantly to allay a panic.

When the Titanic finally plunged under the surface, those brave musicians were sending out the strains of "Nearer, My God, to Thee," playing their own funeral dirge as they stood knee deep in water with their eyes fixed on the giant iceberg which towered above them like a great white monument. Thirteen boatloads of passengers and crew were picked up by the Carpathia after a thrilling journey through the icy sea. Five hundred and ninety-five passengers and 210 of the crew were landed at New York Thursday night. The "unsinkable" Titanic had taken the remainder to a watery grave on her maiden voyage.

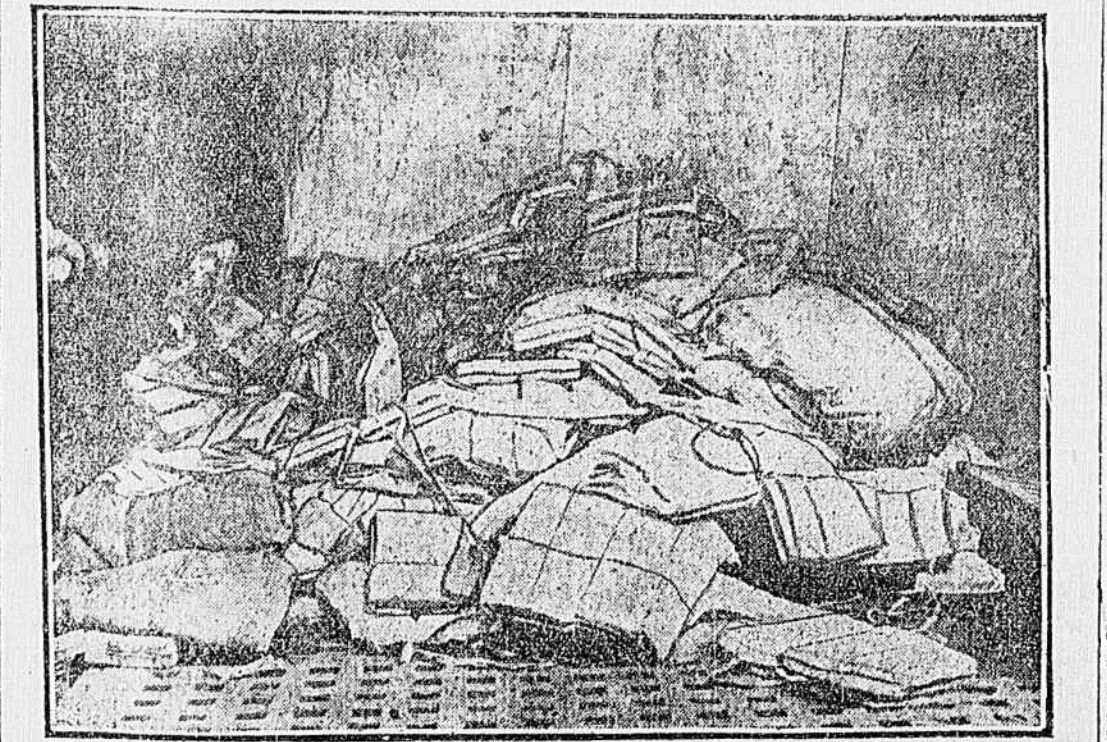
REQUIRED TO GIVE BOND TO RISE GOOD BEHAVIOR

Fredericksburg, Va., April 20.—Cumberland G. Mills, of this city, was fined \$50 and costs and required to give bond in the sum of \$200 for good behavior for twelve months by Justice Henry Dench here for the third sale of liquor. A quantity of whiskey in bottles was found in Mills' home, and nearly a cartload of empty jugs and bottles were taken.

The East Hanover Presbyterian will meet in the Presbyterian Church in this city Monday night, April 23, at 8 o'clock, and continue in session for several days. The opening sermon will be preached by Rev. J. Y. Fair, D. D., of Richmond.

At the annual meeting of the Presbyterian Church, held this week, reports were made to be presented to the East Hanover Presbytery, which meets in this city Monday night. The reports showed the church to be in excellent condition. Larger sums were raised than formerly by all of the various associations, and the church membership is the largest in its history. Five hundred dollars was promised for foreign missions during the first year, and \$620 was raised. The church property is valued at \$25,000, and has a permanent endowment of \$5,000.

Captain R. H. Rostrum, of the Carpathia



This view shows the means many of the Titanic's survivors used to keep themselves afloat until picked up by the crew of the rescue ship Carpathia.